

March 21, 1917

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THE ILLUSTRATED WAR NEWS.
MARCH 28, 1917.

EACH NUMBER COMPLETE IN ITSELF.

New Series. —PART 42

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THE ILLUSTRATED 8d
WAR NEWS

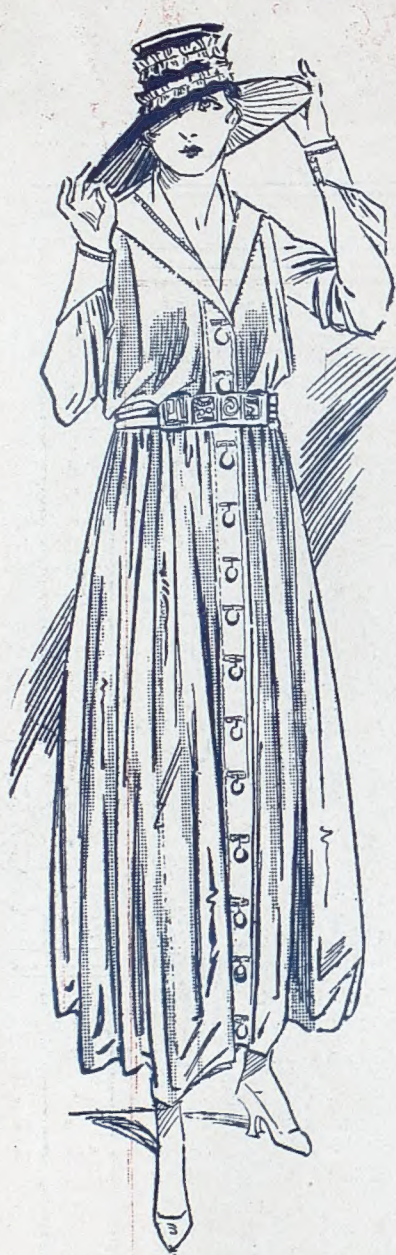


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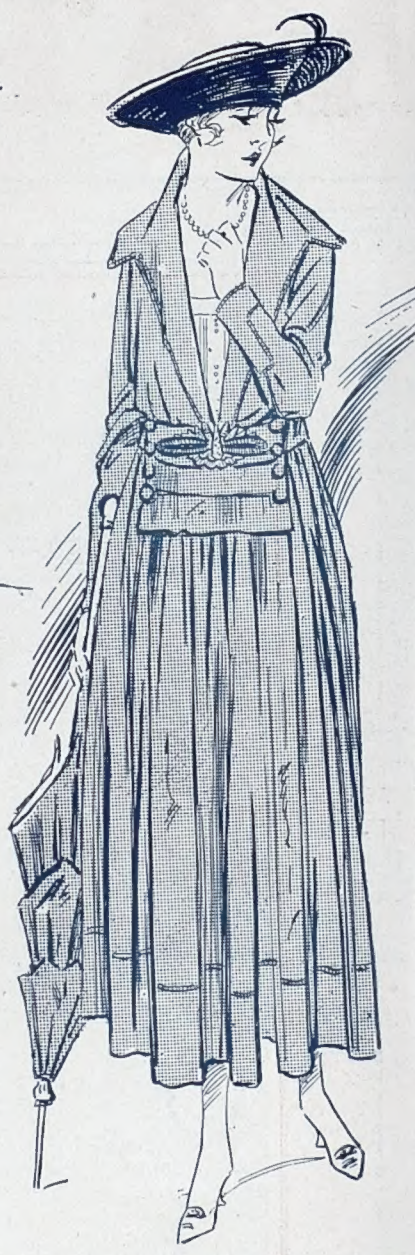
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THE ILLUSTRATED WAR NEWS.

[Part 42]
[New Series]—III

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March 21, 1917

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...SDAY, MARCH 21, 1917.

The Illustrated War News, March 28, 1917.—Part 42, New Series.

The Illustrated War News



WITH THE ROADWAY PARTIALLY CLEARED FOR ARMY TRAFFIC: THE MAIN STREET OF MIRAUMONT-LE-GRAND SHORTLY AFTER ITS CAPTURE.

THE GREAT WAR.

By W. DOUGLAS NEWTON.

WHAT NEXT?—THE TACTICS OF THE RETREAT—"THE HINDENBURG LINE."

WE have had rather a blessed and bewildering time in the last seven days. Not only have we played the audience to the magnificent spectacle of advance, but we have been chasing our successes through the communiqués, counting the freed villages, and have builded up new theories as to where "Hindenburg's line" was to be, after the day's advance had gone beyond the point settled yesterday. Particularly over the matter of "Hindenburg's line" have we thought bewildering thoughts. We have fixed it, definitely, at so many positions that, just now, we are

all floundering in a sea of speculation. The "Bapaume Ridge" prophets, naturally, went to join the lost ones quite early in the game. But even now we are torn between different allegiances. Are the Germans going to hold on a front "packed" with Major Morah's dream-legions somewhere on the line Arras-Cambrai-St. Quentin-Aisne, or has he a line be-

beyond that, or has the progress of the French in the Oise region so inconvenienced the enemy that there is nothing for him to do but evacuate nearly all North France and fall back on to a short line running from Lille to Metz?

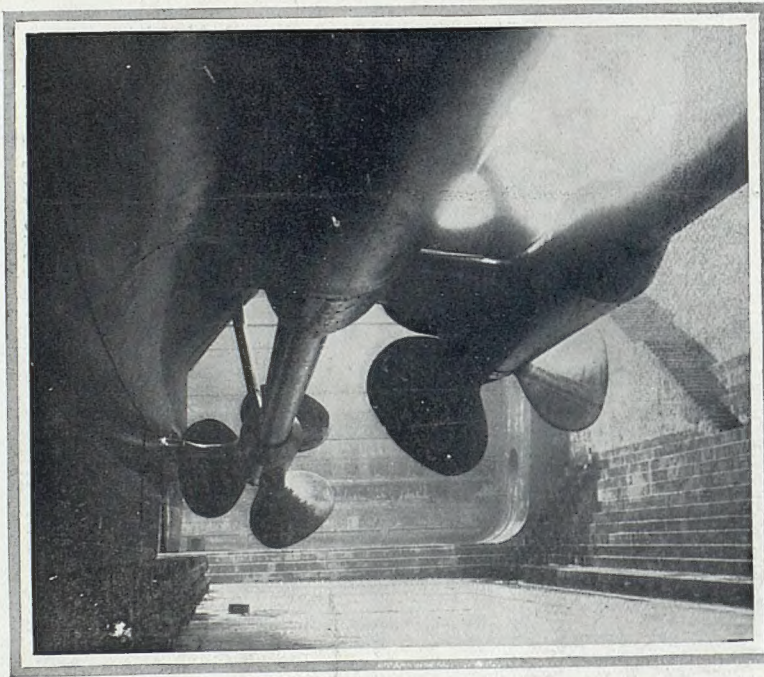
Prophecy, in this war, has been a dangerous calling, and I am not going to walk into danger. All the same, there may be something discoverable in the big movements under review which will give us a hint, not of Germany's intentions in the remote future, perhaps, but possibly of her intentions at the present time. Looking at this big retreat on the 85-mile front from Arras to the Aisne in a broad fashion, rather than with the narrow, daily view obtained through communiqués, certain very pronounced tendencies are obvious. On that front certain sectors have been moving with extreme rapidity, while others have been

advancing with a curious slowness. To put it plainly, the line just below Arras, retreating on a front running from Arras to Nurlu (on the Péronne-Cambrai road due east of St. Pierre Vaast Wood) has shown itself more pedestrian than the retreat in the area running from Péronne to the Oise. On this latter front our own and the French cavalry have run right ahead until they are against the works of St. Quentin itself. Again, though we have pushed on steadily on the whole Arras-Nurlu front, we have made our advances in the face of constantly stiffening resistance; while,

on their part, the French only began to feel a real determination in defence when they were past Jussy and forcing the canals round St. Quentin. Thus, the advance has gone on rather like the opening of a door. At the hinge (Arras) progress has been at a minimum; while at the other end of the door the movement has gone forward with a large gesture,

swinging through Nesles, Ham, Jussy, Roye, Noyon, Chauny, Terguier, and the rest to Fère and Laon with a fine free movement.

This method of movement may be found symptomatic of the German intention. He is using Arras—or rather, the Vimy Ridge—as his pivot by which to swing his line straight. The Vimy Ridge is, possibly, his limit of retreat on the northern wing, and he is going to fight in order to hold it. To the south, where the bulge was large about Roye and Noyon, he had, naturally, further to go (at a greater speed too) in order to straighten out, and the chase was thus deeper and speedier. Now, if it is his intention merely to make straight his front from Arras to the Aisne, with the excellent nerve-centres Douai, Cambrai, St. Quentin, La Fère, and Laon behind it—and it may be that his new tenacity in fighting means



A SNAPSHOT IN DRY DOCK: PROPELLERS OF A BRITISH BATTLE-SHIP
Canadian War Records. Copyright reserved.

this—then the mystery of "the line" will soon be solved, for it will be that the enemy has already at a straight and economical front named. If this is "the line," end, and the "big clash" (though the big clash should have our big guns up to do the fighting). On the other hand, if it followed the theories of many of our experts, and is going yet further back, the proof of that will be made apparent quickly also. The clash, or the absence of it, will make that known to us.

But the facts about the disposition of "the line" may be obscured by the energy of the Allies. Hindenburg may very well have on a line which the British are not going to allow him to occupy. We shall have to wait until General Flood of after-war books to tell us what Hindenburg meant to do. That he not be able to hold the front of his desire might easily result from the energy now being put forward by the French, notably on the Oise, and our troops above St. Quentin.

This is not an idle speculation. So far, the Germans have had most of the stage-management of the retreat, and it is only now that the Allies are taking a real hand. Particularly above Soissons and the engagement with interest their way into the strong grip of the knuckle of the German line, and even as far up as St. Quentin.



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HINDENBURG LINE."

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this—then the mystery of "Hindenburg's line" will soon be solved, for it will be seen by the map that the enemy has already attained a reasonably straight and economical front between the points named. If this is "the line," the retreat is at an end, and the "big clash" is about to come (though the big clash should not come until we have our big guns up to do our share of "clashing"). On the other hand, if Hindenburg has not followed the theories of many of our experts, and is going yet further back, the proof of that will be made apparent quickly also. The clash, or the absence of it, will make that known to us.

But the facts about the disposition of "the line" may be obscured by the energy of the Allies. Hin-

denburg may very well have fixed his front on a line which the British and the French are not going to allow him to occupy—in that case we shall have to wait until Germany lets loose a flood of after-war books to learn exactly what Hindenburg meant to do. That Hindenburg may not be able to hold the front of his desire might easily result from the energy now being put forward by the French, notably on the Oise, and our troops above St. Quentin. This is not an idle speculation. So far, the Germans have had most of the stage-management of the retreat, and it is only now that the Allies are taking a real hand in the matter. Particularly above Soissons are they taking up the engagement with interest, and are fighting their way into the strong ground that guards the knuckle of the German line at La Fère, Laon, and even as far up as St. Quentin. Here

is a delicate flank, for with success here the Allies could place the Aisne line in insecurity; and, if the knuckle should go, then we may see the business of retreat carried on once again—on, it may be, an even larger scale than at present.

It all depends, naturally, whether this fighting is but a delaying action covering the retirement higher up, or whether we have touched the wall of defence at last. As things go, it is hard to see

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larly attractive
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weapons, and any new stretch of line would have the air of temporality about it, since it would but wait for the full power of guns to blow it away. A new retirement might delay us and give the enemy an opportunity for delivering the big stroke he is said to contemplate, and the

Germans may
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have a surplus for use against Germany. In the long run, the whole business of the retreat—which, one must admit, was carried out effectively by the enemy—does not seem to offer any very rosy chances for our foes. Perhaps, in the end, we shall all come to



WITH THE NAVY: HOISTING SHELL ABOARD H.M.S. "LION."

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WITH THE NAVY: BLUEJACKETS HANDLING A BIG SHELL JUST TAKEN ABOARD H.M.S. "LION."—[Canadian War Records Copyright reserved.]

believe whole-heartedly that the main secret of the retirement was, actually, that the Germans could no longer stand on the Ancre-Somme line, and the reason they could not stand was that the Allies had rendered their tenure impossible. I am not one to under-rate Hindenburg. I think



THE FIGHTING FOR BAPAUME: REPAIRING ROLLING STOCK LEFT BY THE RETREATING GERMANS, AT LE SARS.—[Australian Official Photograph]

he will be dangerous right up to the time peace is signed, for he has that large simplicity which does so much more than cleverness in war. I think it quite in character that he should be scheming out some large, plain hammer-stroke against the Allies—either East or West. All the same, I think he is big and simple enough to see that all that mattered in the West was the extreme necessity of withdrawing a thin and dangerously battered front in order to concentrate his troops on a more sturdy and more solid front. I am prepared to find that explanation a wrong one; but it is at least as reasonable as the explanation that can see in the big retreat nothing else but a threat of giant danger to come.

The German retreat in itself has been characterised by many evil German qualities. The Teutonic instinct for destruction appears to have had full sway: villages were burnt and plundered wantonly, wells were choked—and, what is abominable, poisoned—and at certain places young girls were carried off. Apart from the retreat, there has been a fair amount of fighting along the Allied fronts, particularly at Verdun. The Verdun assaults were large, but these and all other attacks were futile. That is, they made no immediate gains, and they had no counter-influence on the larger field of the retreat—though, probably, they were aimed to do this.

According to the various reports, official and unofficial, from the other Allied fronts in Eastern Europe, there has been little or no fighting of note—the cause of which is probably the universal prevalence of deep snow and the hard winter weather that has prevailed. That state of things, as far as the Russian armies are concerned, can only be certainly all to the good. Every week of inaction at the present time affords for the various Russian armies along their long line, extending from the Baltic to the shores of the Black Sea, more time and opportunity for adding to their stores and reserve supplies of munitions, and also to their heavy artillery. Incidentally, the breathing-space gives Russia more time for things in general, and for the Russian political situation to settle down quietly, as it happily shows every sign of doing, and get into working order before the time comes for the spring campaign to open. It is also good news—according to a speech by a Roumanian statesman—that the

interval of rest since the last fighting has been turned to valuable account to effect a complete reorganisation of the Roumanian Army, both in regard to general arrangements, and to equipment. The Italians, also, although they have been far from inactive, have been enabled to get themselves in trim for



THE FIGHTING FOR BAPAUME: GATHERING UP COAL LEFT ON THE BAPAUME ROAD NEAR THE BUTTE DE WARLENCOURT.

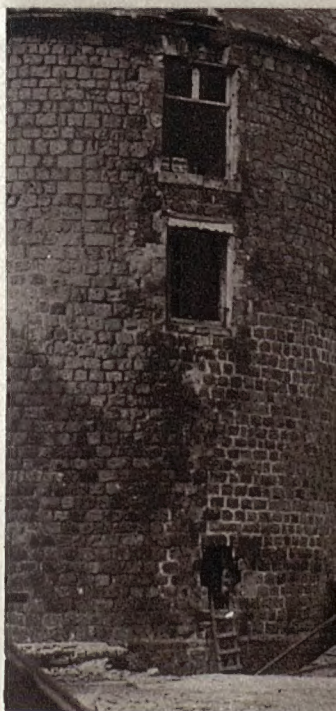
The small compressed coal "eggs" were found to be strewn all about the district. Australian Official Photograph.

the next move forward, and to be ready in case the advertised second Trentino thrust by Marshal Conrad von Hotzendorf begins to materialise; if, indeed, it ever becomes possible for Austria to execute the thrust.

LONDON: MARCH 24, 1917.



The Taking



THE ENEMY'S LAST WORK

As at Bapaume, the Germans attempt our troops outside Péronne by mining up the bridge over the Somme, the r in the upper illustration. The mediaeval the gateway entrances to which, with towers adjoining, and also a part of th

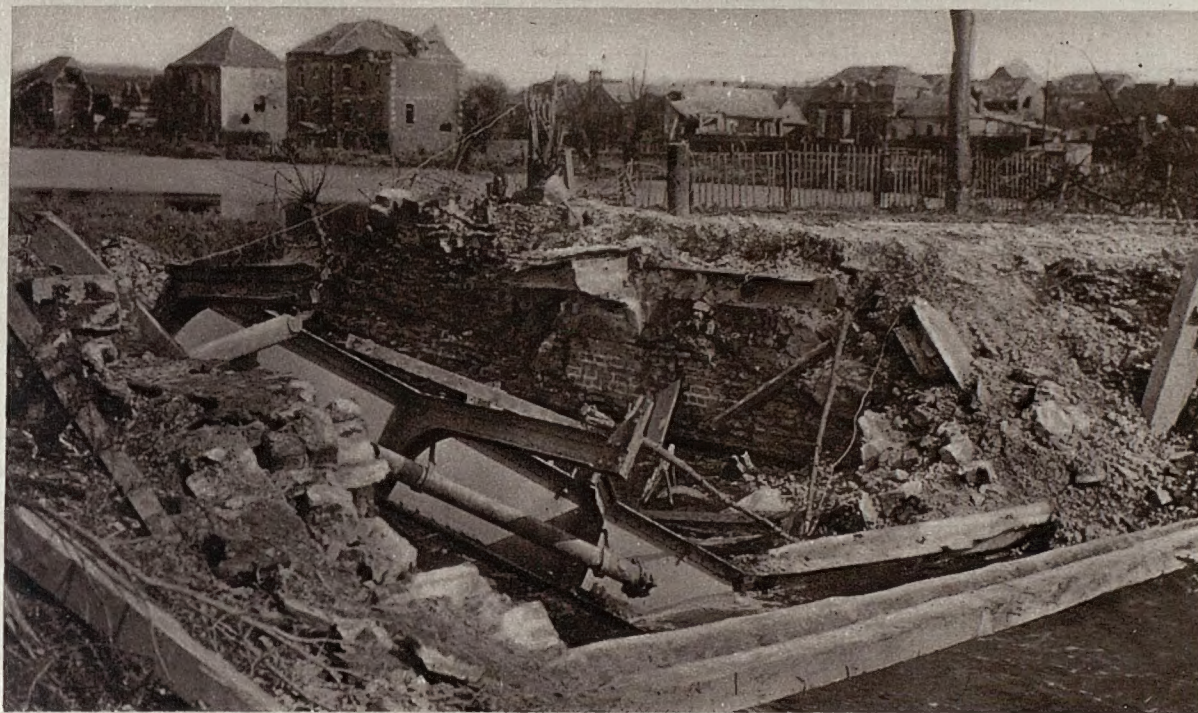
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LONDON: MARCH 24, 1917.

The Taking of Péronne: German Rearguard Explosions.



THE ENEMY'S LAST WORK: THE BLOWN-UP SOMME BRIDGE; DAMAGE TO THE ANCIENT CITADEL.

As at Bapaume, the Germans attempted to delay the advance of our troops outside Péronne by mining the roads, and also blowing up the bridge over the Somme, the remains of which are shown in the upper illustration. The mediaeval citadel of Péronne, one of the gateway entrances to which, with two of the ancient round towers adjoining, and also a part of the ramparted curtain wall of

the enceinte, as shattered by an attempt to blow it up, is shown in the lower illustration. The citadel of Péronne is one of the historic strongholds of old-time France, dating from the wars between Louis XI. and Charles the Bold of Burgundy. Vauban made Péronne a fortress. British soldiers of Wellington's army took the place after Waterloo.—[Official Photographs.]

With the British on the Road to Bapaume.



AT SERRE AND MIRAUMONT-LE-GRAND: AS WE FOUND THE TWO VILLAGES ON CAPTURE.

"No single wall or house remained in this old village," wrote Mr. Philip Gibbs, describing the condition of Serre, when, as one of the preliminaries in the course of the British advance on Bapaume, the British took the position. The upper illustration shows that exactly. Serre as a battle-point, the same writer describes as "in strength of position capable of being made a second Thiépvai."

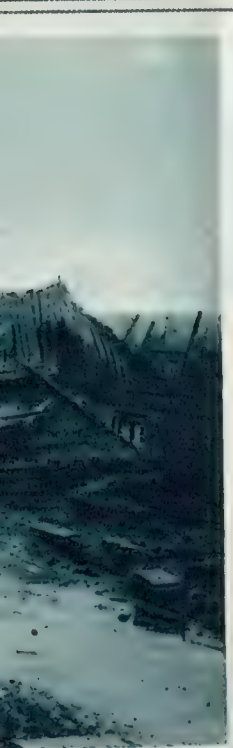
Except for irregular rifle-firing from small parties of the enemy lurking in dug-outs and among the ruins of Serre, the Germans made no resistance. The remaining enemy were all either killed or made prisoners. Miraumont-le-Grand, nearer Bapaume, was taken in the opening attack which gave the British their first foothold on the Bapaume ridge.—[Official Photographs.]

With the



NEAR MIRAUMONT: RAILWAY

Everywhere during their retreat on the Somme the very first, the Germans left behind quantities of materials, abandoned in consequence of the advance. The spoil in most cases was left in an undamaged state, and was capable of use for very useful, and was promptly made available.



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[Official Photographs.]



NEAR MIRAUMONT: RAILWAY BRIDGE-BUILDING WITH ENEMY TIMBER; A WRECKED GERMAN BRIDGE.

Everywhere during their retreat on the Somme and Ancre, from the very first, the Germans left behind quantities of munitions and materials, abandoned in consequence of the rapidity of the British advance. The spoil in most cases was left behind in a practically undamaged state, and was capable of use by our men. It proved very useful, and was promptly made available in various ways.

The timber, laboriously collected or brought from Germany by rail, is proving very helpful to our army construction corps for repairing or new-building light railways or other communication-ways leading to the present front from the former British front line. Many miles of connecting-routes are being so made, almost entirely of material left behind by the enemy.—[Official Photographs.]

With the British on the Road to Bapaume.



AT PUISIEUX: THE BATTERED-DOWN RUINS OF THE VILLAGE; A COURTYARD GATEWAY.

Puisieux, a large and thriving village in the days before the war, and now a heap of ruins, was taken at the same time as Gommecourt, which is in the same neighbourhood only a short distance away. It stands on high ground, whence the name Puisieux-au-Mont—about two miles to the west of Gommecourt. Four cross roads intersect at Puisieux. It was one of the few places where,

during their retreat on the Somme front, the enemy made a stand. At Puisieux, as a correspondent puts it, "we had some stiff street-fighting." "There were a lot of them," describes another correspondent, "in the ruins of Puisieux, but after sharp fighting and a grim man-hunt among the broken brickwork, the enemy was destroyed in this village."—[Official Photographs.]

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AT PUISIEUX: THE R

The capture of Puisieux formed a stepping-stone, which followed as the immediate sequel the attack on the Bapaume ridge, and the ground, and finally the entry into Bapaume. among the ruins of Puisieux was hand-to-hand fighting, often between isolated men. Th

March 28, 1917

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COURTYARD GATEWAY.

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March 28, 1917

THE ILLUSTRATED WAR NEWS.

[Part 42
New Series]—9

With the British on the Road to Bapaume.



AT PUISIEUX: THE REMAINS OF AN OUTLYING FARM; A COURTYARD GATEWAY.

The capture of Puisieux formed a stepping-stone to the taking of Ires, which followed as the immediate sequel. After Ires came the attack on the Bapaume ridge, and capture of commanding ground, and finally the entry into Bapaume. In places, the fighting among the ruins of Puisieux was hand-to-hand, with bombs and bayonets, often between isolated men. The ruins afforded the

enemy cover of which the rear-guard parties of Germans left behind in the village took every advantage. A good deal of the fighting was done after dark, which to a considerable degree tended to equalise matters for the assailants. The cover which the ruined houses and broken-down walls of Puisieux afforded to the enemy scattered about is shown above.—[Official Photographs.]

THE BEGINNINGS OF WAR-MACHINES: INLAND NAVIGATION.

THE necessity for utilising every available means of transport in order to meet the demands raised by war conditions seems likely to restore our inland waterways to the position they were approaching when the introduction of railways checked their development. Canals were in existence in Egypt as early as 2320 B.C.; and in 1659 B.C. a canal system is said to have been laid out for the conveyance of merchandise in the districts bordering on the Nile. The Foss Dyke (Fig. 1), a canal about ten miles long, connecting the Witham at Lincoln with the Trent at Torksey, was constructed by the Romans as a link in their communications between London and York. It is still in daily use. Another link in this same route, the Caer Dyke, about fifty miles long, connected the Nene near Peterborough with the Witham below Lincoln. This latter dyke is not now in existence, but unmistakable indications of its route are to be found at many points. The Great Canal of China, covering a distance of 825 miles

Salford, was artificial throughout its length. It was carried over the Irwell on a specially constructed aqueduct.

Between the years 1766 and 1830 a very extensive system of canals was constructed in the United Kingdom, this means of transport showing such marked advantages over anything possible on the badly made roads then in existence. The introduction of railways about 1830, however, gave canal transport a serious blow from which it has never recovered. Finally, the purchase of controlling sections of the most important canals by the railway companies effectually prevented them from developing so as to become serious competitors. The present situation gives promise that this unsatisfactory state of affairs may be altered to some extent, but the local conditions are such that it is impossible to increase the width and depth of our canals sufficiently to take vessels up to 600 tons, as are used in Germany. Our own limit is only about 50 tons on the larger canals, and

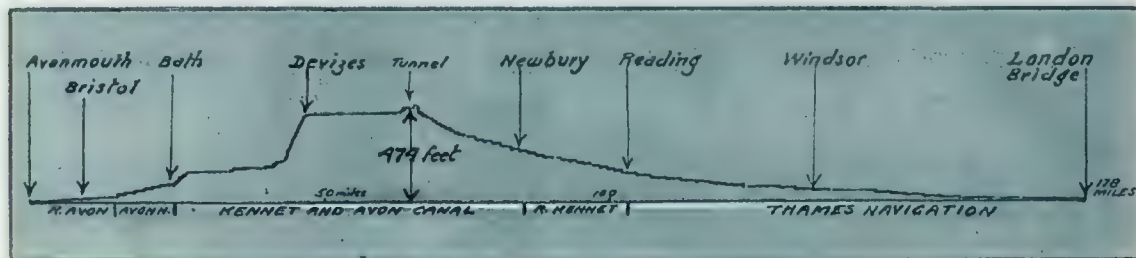


FIG. 6.—THE CANAL LINE BETWEEN LONDON AND BRISTOL SHOWN IN ELEVATION SECTIONAL DIAGRAM. The drop below Devizes is dealt with by means of a series of twenty-nine locks. The Crofton Tunnel at the highest point of the canal route is about 600 yards in length.

between Canton and Peking, is said to have been made early in the eleventh century. Before the invention of the lock, attributed by some writers to Leonardo da Vinci in 1488, canals could only be constructed on level ground. The use of a lock system made it possible to carry a canal over a mountain range (Fig. 6) when necessary. The Languedoc Canal connecting the Mediterranean with the Atlantic Ocean, constructed in 1681, is 148 miles long, passes over ground 600 feet above sea-level, upwards of 100 locks are employed, together with some 50 aqueducts. To come nearer home, the Birmingham and London Canal leaves Birmingham at 400 feet above sea-level, falls to 180 feet at Warwick, rises again to 390 feet at Tring, and falls to 95 feet 25 miles nearer London. To work this canal 155 locks are used in 147 miles, powerful pumping-engines being used to return the water from the lower to the higher levels. Reservoirs supplied with water from the mine workings in the Black Country provide additional water to make up for waste due to evaporation, etc. The year 1766 saw the commencement of the Bridgewater Canal, the first modern canal of any consequence in this country. This waterway, extending from Worsley to

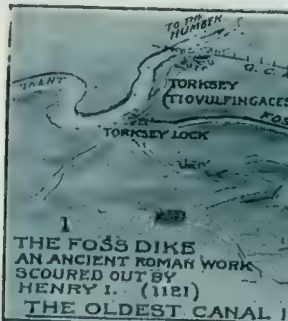
25 tons over the greater part of our system. The waterways of Central Europe, on the other hand, are well designed and organised, and consequently give excellent service. Such importance does Germany attach to this system of transport that even in the middle of the present war a scheme has been put forward to connect the Rivers Main and Danube by a canal costing £33,000,000.

Amongst the larger undertakings of this nature we have the Kiel Canal (Fig. 2), about 60 miles long, connecting the Baltic with the North Sea. This canal, when finished in 1895, was 29½ feet deep, but was, some years later, altered and carried to a greater depth so as to accommodate the latest Dreadnought battle-ships, and in that way enable the German battle fleet to pass between the North Sea and the Baltic without going round the north of Denmark. The work was finished in June 1914, and war was declared on France and Russia a few weeks later. The Suez Canal, connecting the Red Sea and the Mediterranean, was constructed in 1869, and improved in 1897. To look across the Atlantic, the greatest engineering feat in the matter of canal construction is undoubtedly the Panama Canal, between the Atlantic and the Pacific.

(Continued opposite.)



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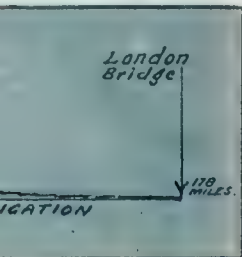


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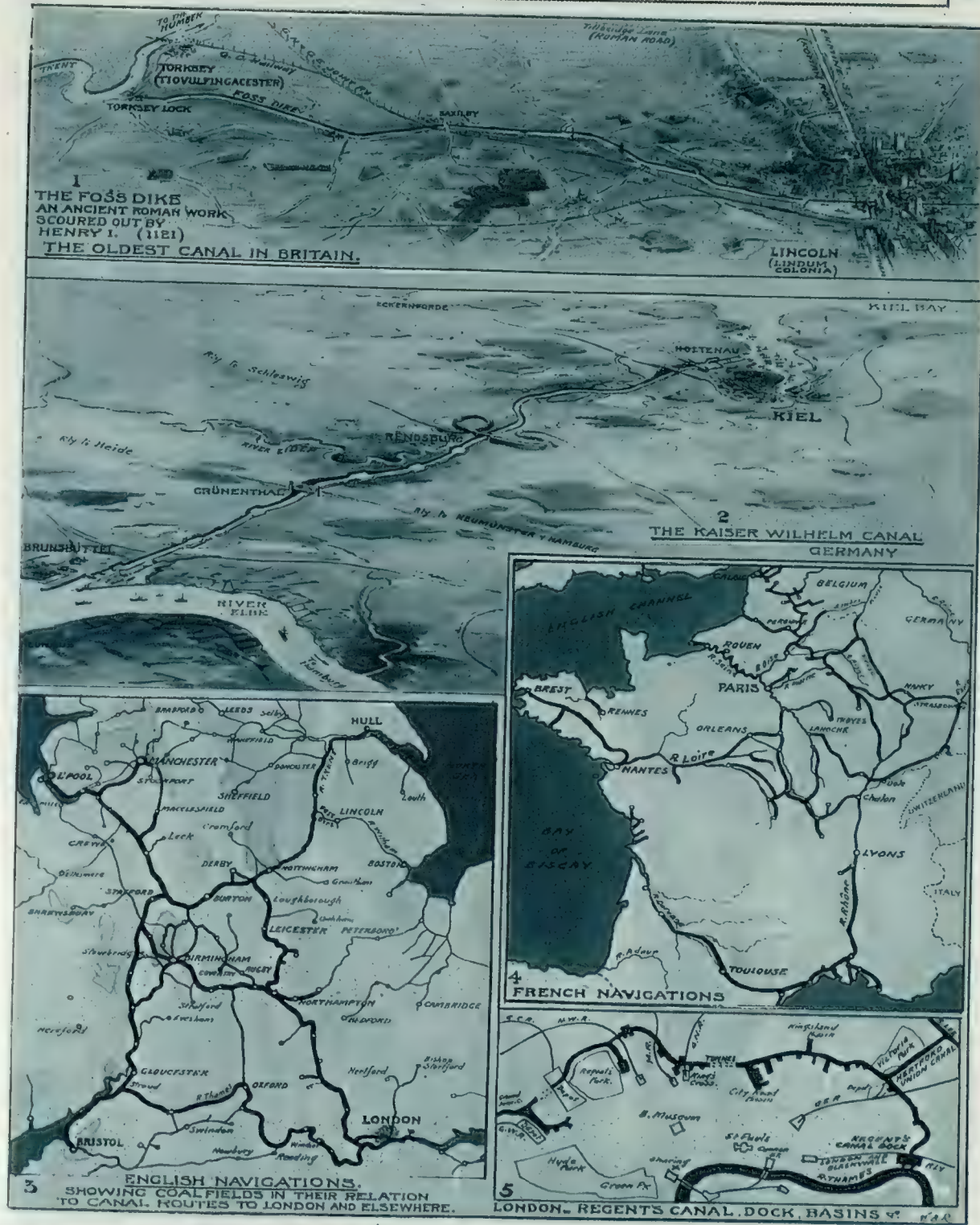
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The Beginnings of War-Machines: Inland Navigation.



INLAND NAVIGATION IN ENGLAND AND EUROPE: FROM ROMAN DAYS TO THE KIEL CANAL.

[Continued.]
Commenced in the early 'eighties of last century, after numerous
failures, the Panama Canal was eventually purchased and completed
by the United States Government. In spite of all efforts to prevent
them, landslides give the engineers continual trouble even now.
Canal transport has been used for military purposes throughout
the ages, the Romans, as before-mentioned, using the Foss Dyke

and Caer Dyke for supplies en route for York. Again, in 1806,
troops were taken by canal from London to Liverpool on the way
to Dublin, accomplishing the journey in seven days without fatigue.
Double that time would have been occupied had they marched.
Extensive use was made of the American waterways for the
transport of troops during the Civil War of 1860-65.



The Taking of Péronne: The British



CONTINUING THE ADVANCE BEYOND THE TOWN: MEN OF ONE

Péronne was entered by the British on March 18, on the morning after Bapaume was taken. It had already been evacuated by the Germans, falling back before the resistless pressure of the British advance in that neighbourhood. The enemy made a show of defence during the night, which gradually weakened as daylight came on. Then the German firing ceased entirely,

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OF OUR REGIMENTS MARCHING THROU

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Entry into the Evacuated Town.



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OF OUR REGIMENTS MARCHING THROUGH A MAIN STREET.

It had already been evacuated
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and our troops came up. First some of our cavalry rode through. Then came the infantry of the advanced guard, followed by battalions of the main force. According to Mr. Philip Gibbs, "the only thing that looked like the enemy's soldiers were two dummies, which were shot at by our men until this German 'fake' was discovered."—[Official Photograph.]

ROMANCES OF THE REGIMENTS: XLII.—THE SCOTS GREYS.

THE PRETTY DRAGOON.

THE story of Catherine Cavanagh, *alias* Welch, *alias* Davies, *alias* Jones, who served for many years undiscovered as a trooper, is essentially a notable romance; but the adventurous lady was of so original and unconventional a mind that her military life is a whole series of romances, some of which would be incredible were they not supported by excellent authority. Each incident can be touched upon here only in outline. She played the soldier's part alike in war and in love, and more than one beauty of the Netherlands was unsparingly fooled by her.

Catherine was born in Dublin in 1667, and was the daughter of a respectable maltster whose wife ran a farm conjointly with her husband's brewery. From her earliest years the girl was a rollicking hoyden and would have been a real acquisition today, for her first passion was for working on the land. On her mother's farm she ploughed and threshed with the best of the labourers; she could manage the wildest horses bare-back. When her father took up arms for King James and sold all he had to raise a troop, Catherine broke in the wildest horse of the lot and turned him over to the Captain a gentle saddle-beast. Later, she went to help her aunt to manage a public-house near College Green, and there married a good-looking tapster named Richard Welch.



SAVED BY HIS STEEL HELMET: A SOLDIER, WITH HIS HEAD BANDAGED, SHOWING HIS SHRAPNEL-BULLET-HOLED HELMET, WHICH PREVENTED THE BULLET HAVING FATAL EFFECT.

Official Photograph.



ONE USE FOR SOLDIERS' HEAD-GEAR: OFFICERS ON THE BATTLEFIELD AT MIRAUMONT-LE-GRAND COOKING AN IMPROMPTU MEAL IN A STEEL HELMET.

On the night after Waterloo our soldiers, in like manner, cooked their suppers in the helmets and cuirasses of Napoleon's heavy cavalry, which littered the battlefield.

Official Photograph.

When Catherine had been happily married some four years, Welch mysteriously disappeared. For a twelvemonth nothing was heard of him. Then a letter came to say he had been trepanned

and was now a private sentinel in Lord Orrery's Regiment of Foot. Catherine at once determined to go in search of her beloved, disguised herself in man's clothes, and enlisted under the name of Christopher Welch for service in the Low Countries.

She saw some fighting, took a wound, and amused herself by making violent love to a pretty young Dutchwoman in whose father's house she was billeted during the winter of 1694. But she had a rival in a sergeant, with whom she fought a duel. Both parties were wounded and arrested; but Catherine was released, received arrears of pay, and was transferred to Stair's Dragoons. The Dutch maiden meanwhile proposed immediate marriage to her gallant defender, and offered to buy the young man a commission; but Catherine wriggled out neatly without hurting the lady's feelings.

The Peace of Ryswick sent Catherine adrift. She paid a secret visit to Dublin to assure herself concerning the welfare of her mother and children, but did not reappear to them in her proper person and habit. In 1701 she returned to her old life, re-enlisting in the Scots Greys, with which she was present

(Continued overleaf.)



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A SHELL-BURST FREAK: BA

One of the queer freaks—if it is permitted—of a shell-burst close-by is shown in the above. A belt of barbed-wire entanglement is which burst on the ground in the middle of it three-parts of the height of the

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On the Battlefield near Miraumont-le-Grand.



A SHELL-BURST FREAK: BARBED WIRE TORN FROM AN ENTANGLEMENT AND TOSSED UP A TREE.

One of the queer freaks—if it is permissible to use the term—of a shell-burst close-by is shown in the above illustration. A portion of a belt of barbed-wire entanglement is seen as one of our shells, which burst on the ground in the middle of a stretch of staked wire, tore it clear of the rest of the obstruction, and tossed a length of it three-parts of the height of the trunk of a tree, to hang

there like a tangled strip of creeper. The locality was in the neighbourhood of Miraumont-le-Grand, one of the places which was captured during the general advance on the Somme-Ancre front, as an immediate sequel to the taking of Gommecourt, after the German lines there had been incessantly bombarded by our heavy guns in the usual manner.—[Official Photograph.]

and fought admirably at Nimeguen, Donauwert, and Hochstadt. At Donauwert she was severely wounded, but somehow she still escaped detection.

Detailed, after her recovery, to escort prisoners to the plain of Breda, Catherine had a cruel shock, for in an alehouse she discovered, drinking with a Dutchwoman on very affectionate terms, none other than her absent and errant Welch. She



THE MAIN ROAD ALONG WHICH GENERAL GOUGH NEXT DAY FOLLOWED UP THE CAPTURE OF COMMECOURT: THE HIGHWAY LEADING TO PUISIEUX.

Official Photograph.

withdrew to a private room, shed some relieving tears, called for another pint, and begged the landlady to send in the man in question. The interview was touching. Catherine behaved with great restraint and dignity, and Welch seems to have attempted no defence.

The heroine again devoted herself to her profession, and amused herself as before, making love to every pretty woman she met and showing her old address in getting out of the consequent scrapes in which her odd humour landed her times out of number. Then came Ramillies, and a very severe wound. The murder was now out, and was duly reported to the Brigadier. "Impossible!" he cried. "Welch is the prettiest fellow and the best man in the corps! I will not believe that a woman has or could have acquitted herself as I have seen this pretended miracle do." He sent, however, for Richard Welch, and received confirmation of the story. Catherine thereupon resumed woman's dress, and agreed to return to the chastened Welch, although the war was not ended. They were formally re-married, to the delight of the regiment, which loaded her with presents. Thenceforth she followed the Army as a sutler.

As a forager Kate was second to none. She had a genius for picking up good things, for which she often risked her life, and Welch and his

intimates always came in for the best share of the plunder. One day, near Courtray, she passed her husband's regiment drawn up in review order, and, being mounted astride a grey mare laden with panniers, she came in for a good deal of chaff from the officers. Singling out a Captain Montgomery, who had laughed loudest, she matched her grey against his chestnut; bets were laid, and the

competitors started to the beat of the drum. The grey mare was not the better horse, but Catherine the unscrupulous rode Montgomery down, pushed him into the ditch, and won amid acclamation. Her unsporting conduct was forgiven because "the pretty Dragoon," as she was called, could do as she liked. She was adored and respected. In that rough camp her virtue remained untarnished.

Such a woman, however, could hardly fail to exhibit violent and even savage passion on provocation. Once, in Ghent, her husband's former lover reappeared, and had the impudence to take lodgings at the house opposite the Welch's billet. She even inveigled poor, soft Welch into granting her an interview. But Catherine did

the interviewing with a knife. At one blow she cut off the lady's nose. The surgeons sewed it on again, but the damage was irreparable, and Catherine was well satisfied with her handiwork.

At Malplaquet Welch fell, and Catherine, mad with grief, courted death by trying to ride into the French lines. She was held back, however, by



BRITISH IN POSSESSION: AT THE ENTRANCE TO A GERMAN DUG-OUT, DEEP UNDERGROUND, TAKEN IN THE FIGHTING NEAR MIRAUMONT EARLY IN MARCH.—[Official Photograph.]

her friends, and in three months became Mrs. Jones, and, later, Mrs. Davies. Her later adventures are less in the heroic vein. She ended her days in Chelsea Hospital, and on July 7, 1739, was buried there, with military honours.



During



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During the Advance on Bapaume and Péronne.



BATTLEFIELD RELICS: GERMAN LOCOMOTIVES CAUGHT BY SHELL-FIRE IN THE OPEN.

Remains of two battered and crippled German locomotives, caught and hit hard in the open by shell and shrapnel which stopped them short and finished their careers, are shown in these illustrations. The upper one, a light-railway engine, was made an Australian artillery target between Le Sars and Warlencourt during the advance on Bapaume. In the background is seen the celebrated

"Butte de Warlencourt," rising like a huge artificial mound. The entire train of vans was blown to bits, as the wreckage on the ground shows. A German railway engine, similarly dealt with near Péronne, is seen in the lower illustration. On it somebody, as shown, chalked "Napoo—Finis," a camp vernacular expression and its meaning.—[Australian and Press Bureau Official Photographs.]



The Taking of Bapaume: Revengeful



IN ONE OF THE BURNED-OUT STREETS OF THE TOWN:

For some days before the final taking of the town of Bapaume incendiary fires had been observed from the first positions captured on the ridge overlooking the town, as well as the explosions of destroyed German army-store buildings, making it evident that evacuation was contemplated by the enemy at an early date. With ruthless barbarity, out of sheer vandalism,

Incendiarism of



PATROL PASSING THE STILL SMOKING

as an act of malicious revenge, the shops and dwelling-houses were destroyed when our men entered the town, and

e: Revengeful

Incendiarism of the Enemy before Retreating.



STREETS OF THE TOWN: A

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PATROL PASSING THE STILL SMOULDERING REMAINS OF A HOUSE.

as an act of malicious revenge, the Town Hall and the other public buildings of Bapaume were set on fire, as well as most of the shops and dwelling-houses in the principal streets. In many cases the fires so caused were still burning or smouldering when our men entered the town, and many of the troops had to make their way between the fires.—[Australian Official Photograph.]



The Taking of Bapaume: Making Good an Obstructive Explosi



REMAKING A HIGHWAY BLOCKED BY THE RETREATING ENEMY: FILLING IN A ROAD-MINE CRATER, TO

It is a legitimate act of warfare for troops in retreat to mine and blow up the roads by which a pursuing army are following them, or block the ways by other means. At Bapaume the Germans carried out such defensive measures on a wide scale. Bapaume is specially of importance as a road-centre, several highways running in all directions meeting in the town. All were

mined, and at several points the mine explosion is shown here being filled in. In such cases the British advance-guard parties

ing Good an Obstructive Explosion by the German Rearguard.



RETREATING ENEMY: FILLING IN A ROAD-MINE CRATER, TO LET ARTILLERY AND TRANSPORT PASS ON.

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mined, and at several points the mines were blown up before our troops reached the places. The crater formed by one such
explosion is shown here being filled in by our men to reconstruct the roadway for the passage of artillery and transport. In some
cases the British advance-guard parties were able to cut the electric fixing-wires beforehand.—[Australian Official Photograph.]



The Taking of Bapaume: In One of the Principal



WITH HOUSES STILL ON FIRE ON EITHER SIDE: TROOPS

It was along the main thoroughfares in Bapaume, where the artillery and transport-wagons of the British on arriving would have to pass through, that the Germans, before evacuating the place, systematically fired most of the houses. The houses in the side streets and lanes were to some extent spared, according to the published accounts of correspondents who accompanied

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MAKING THEIR WAY ALONG ONE

our troops after the place was occupied. Their way between, in some instances, possible, military firemen squads got

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Streets Soon after the Australians Entered.



MAKING THEIR WAY ALONG ONE OF THE MAIN THOROUGHFARES.

our troops after the place was occupied. The foremost of the British troops to enter the town—the Australians—had to thread their way between, in some instances, still burning buildings, thick smoke, fallen masonry, and charred timbers. As soon as possible, military firemen squads got to work in extinguishing fires and clearing the streets of debris.—[Australian Official Photograph.]

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The Taking of Bapaume: German Vandalism.



SELECTED VICTIMS: THE ANCIENT CLOCK-TOWER; THE SHATTERED RUINS OF THE PARISH CHURCH.

The churches of Bapaume, as has been the case with the churches everywhere else where the Germans have passed through, or were in temporary possession, have been made victims of deliberate vandalism and malignant mutilation. As correspondents at the front have stated, the British artillery refrained from firing on the town. Our gunners confined their bombardment to the outlying

German trench-lines and fortifications. The savage havoc that the enemy wrought on the parish church of Bapaume is shown in the second illustration. After retreating, they also shelled it. In the case of the parish church, the roof of the nave and chancel was partially destroyed, while the walls were shattered, and in places broken down.—[Official Photographs.]

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WANTON BARBARISM:

Mr. Philip Gibbs, describing scenes long after our taking possession, said: "The destructive work among the houses: but broken and burnt. Unlike the fields, its houses had not disappeared. Many of them were still two storeys

The Taking of Bapaume: Havoc among the Houses.



WANTON BARBARISM: IN A COMPLETELY WRECKED QUARTER; A HOUSE CUT IN TWO.

Mr. Philip Gibbs, describing scenes in Bapaume on arriving not long after our taking possession, says this about the enemy's destructive work among the houses: "Bapaume was still standing, but broken and burnt. Unlike the villages of the Somme battlefields, its houses had not disappeared off the face of the earth. Many of them were still two storeys high—old brown-brick houses

with grey slated roofs, but the walls were pierced with shell-holes and the roofs were gaping." Details of what he saw exactly correspond with the above illustrations. "Many of the houses had collapsed as though built of cards. Others were cut in half, showing all their rooms and landings, and others were gutted."—
[Official Photographs.]

FOOTNOTES TO ARMAGEDDON: XXXIII.—FED UP.

WHEN Parker crawled well clear of the British trench he sighed with relief. He did not feel fear, he did not feel that anything could go wrong. He felt that it was all right now, nothing more disagreeable than a German prison camp before him until the end of the war.

Parker did not think he would love a German prison camp, but he guessed he would like it better than discomfort and danger, the beastly emotions of being shelled, the sickening expectancy of impending death. The worst prison camp would be paradise after all the horror he had endured, would be heaven in place of the horror he would have to endure if he stayed on. Parker could not stay on any longer. He was fed up.

fed-up with this "sacrifice and death for England" business. What logical or sensible reason was there in his suffering or dying? Besides, he couldn't bear it. He had gone beyond the point when he could face the risk of wounds and death with any semblance of stoicism. He refused to die. He refused to run the chance of ugly wounds. He wanted to live, and, by Heck, he was going to live! That was the irrefutable argument, after all. He wanted to live, and he was going to. England and all the rest—what did that signify before that?

He knew, from raiding experience, how easy it was to get across No Man's Land. He worked his way forward, employing the necessary guile when the Germans (and our own men) put up



THE USUAL APPEARANCE AND STATE OF THE GROUND SURFACE IN BOMBARDED TOWNS AND VILLAGES THROUGH WHICH OUR INFANTRY GO FORWARD: THE RUINS AND WRECKAGE OF MIRAUMONT-LE-GRAND, TO THE NORTH OF GOMMECOURT.—[Official Photograph.]

As he crawled towards that point in the enemy front—this broken and disconnected front of advance and retreat—he shuddered to think of the hideous wounds and death that must be in store for men now that the war of movement was being taken up again. He shuddered with pleasure to think that in half-an-hour he would be out of it. He would get through that broken point, penetrate well into the German line, wait for dawn, and then, unarmed and resistless, he would march out, and they would have to take him prisoner.

He supposed the act was cowardly, but he didn't care. He was beyond appeals to courage and his patriotism. What did it matter to him if Briton or German won? What had he to do with the result of this almighty war that had come about through no desire of his? He was

star-shells and Verey lights. The fronts were really rather quiet. The British wanted them so, just now. There was a great deal of work to be done in the reconstruction and reorganisation of trenches lately captured, and they didn't want to be interrupted until this good work had been done. Therefore, they showed a sense of alertness and passivity that should lull the enemy.

Parker wormed his way across No Man's Land, and found the gap he wanted. Verey lights showed him the lie of the land, and quite soon he was behind the German line. He had made his plan. He would penetrate fairly deeply, but not too deeply, and then lie doggo until the morning. He felt safe now. He was without rifle or any other arm, and, unless the Germans came on him suddenly, they wouldn't have any excuse to kill

(Continued overleaf.)



The Taking



THE FIRST IN: CHEERFUL

The Australians were the first of our men related by Capt. Bean, the official Australian front. Writing on March 17, he describes what has been a great day for Australian soldiers of this morning, Australian patrols found that had been holding the trenches until a late

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(Continued overleaf.)

The Taking of Bapaume: Australians in Possession.



THE FIRST IN: CHEERFUL VICTORS AT A STREET BARRICADE; A WELL-DESERVED NAP.

The Australians were the first of our men to enter Bapaume, as related by Capt. Bean, the official Australian correspondent at the front. Writing on March 17, he describes what took place: "To-day has been a great day for Australian soldiers. In the small hours of this morning, Australian patrols found that the Germans who had been holding the trenches until a late hour last night were

retiring from the trenches north of Bapaume. By six o'clock, New South Welsh and Victorian troops were well out into the country behind the German line. About eight o'clock troops of a certain battalion drawn from all Australian States were able to work through the Bapaume defences into the town of Bapaume itself. . . The Australians pushed through the town."—[Australian Official Photos.]

him. But they wouldn't kill him, he felt. They would be too anxious to learn facts about the English from him—he was ready for that. He would tell them enough of the things that didn't matter to satisfy them.

As he crawled forward towards the German rear his plans were interrupted. He came upon a small depression behind the line, an unsuspected



ONE PALPABLE REASON WHY THE ENEMY RETREATED ON THE SOMME "ACCORDING TO PLAN": THE REMAINS OF A BOMBARDED AND NEARLY FLATTENED-OUT GERMAN TRENCH, AS FOUND BY OUR MEN.

Official Photograph.

depression, and when he got into that he found that further progress was barred. Quite a number of men were collecting there, and the mass of them was so great that he considered it would be risky to move on. He was rather annoyed, but not greatly so, for he felt that presently these men would move away. The point was too near the front line for them to congregate indefinitely. He moved only enough to bring him to cover, and then waited amid a cluster of dead men. Not a pleasant position, but safe.

He wondered why the men were collected in this place, and he began to watch carefully, so that, when star-shells went up, he might get a sight of them. They formed a working party, he thought. Possibly they were throwing up a new line of trenches. Only he didn't hear spades.

The first star-shell showed him that the men were gathered in mass—that is, in some sort of formation—which meant they were waiting. Their numbers seemed to him rather large. The second star-shell showed him why they were waiting. He saw the bombers with the grenades slung round their bodies. This was rather a shock. The Germans were gathering to counter-attack, or perhaps to raid the British—Heck! they were going to attack the British.

He felt a little angry at them for doing that sort of thing to-night. Also, he felt that their stealthiness was rather mean. An absurd feeling, for the British did exactly the same thing—but in these Germans he felt it was low-down and beastly. Striking a blow in the dark—

The third star-shell showed that they were moving . . . But moving so secretly, so quietly, so murderously. He could see them slipping off like shadows on their assassins' job. He hated them for it. And the British would be caught napping! The Germans would be into them before they guessed what was on foot. Parker snarled.

The fourth star-shell went up. The Germans were creeping out into No Man's Land in open order. In a moment they would be hidden altogether in their stealthy attack . . . then the dagger-thrust in the dark, and the awful mix-up.

Parker reached out and found a German rifle. There was a full clip in the magazine. He fired where he had seen the last group of raiders.

The British line woke up. Verrey lights blazed in the sky. Now the rifles began, now the Emma Gees were picking up the theme. Good—a field-battery was slinging over shrap. . . . Parker half sat up.

The noise of a machine-gun suddenly became louder in his ears. He muttered "Ugh!" and fell on to his face. The German raiding party came back, cursing and unsuccessful.



A "CARCASE" OF WAR: A FORTIFIED MILL BUILDING BESIDE THE ANCRE OUT OF WHICH THE ENEMY WERE DRIVEN DURING THE NOW PROCEEDING BRITISH ADVANCE.

"Carcase" is the common Building Trade term for the shell of a building while in a windowless and roofless stage, with only outer walls up.—[Official Photograph.]

The firing died down. In the British trench a subaltern mentioned that it was sheer luck some fool had given the game away. The fool would never be able to explain how he had done it.

W. DOUGLAS NEWTON.



The Taking



AFTER THE FIGHTING: WRECK

Speaking of the appearance of Péronne, in possession, Mr. Philip Gibbs writes: "Péronne is not utterly smouldering, but Péronne is not utterly destroyed. The place is unlike the villages on the Somme, wiped off the earth." Everywhere there

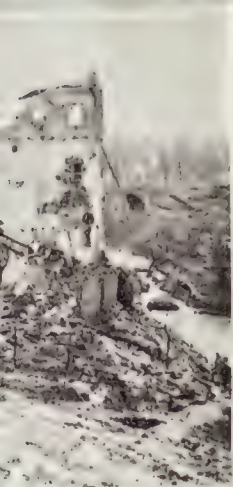
t them for doing that
so, he felt that their
n. An absurd feeling,
he same thing—but in
low-down and beastly.

k—
owed that they were
so secretly, so quietly,
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like shadows on their
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Parker snarled.

h star-shell went up.
s were creeping out
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they would be hidden
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ached out and found a

There was a full clip
ne. He fired where he
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ry was slinging over
Parker half sat up.
f a machine-gun sud-
s ears. He muttered
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sing and unsuccessful.



BUILDING BESIDE THE
DRIVEN DURING THE
ADVANCE.

the shell of a building while
ills up.—[Official Photograph.]

In the British trench a
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V. DOUGLAS NEWTON.

The Taking of Péronne: Outside the Town and In.



AFTER THE FIGHTING: WRECKAGE AT A NEIGHBOURING RAILWAY STATION; A PARTING GIBE.

Speaking of the appearance of Péronne, after the British took possession, Mr. Philip Gibbs writes: "Part of the town was smouldering, but Péronne is not utterly destroyed. . . . Many houses still stand, though wounded in their walls and roofs, and the place is unlike the villages on the Somme which are mostly wiped off the earth." Everywhere there were proofs of German

barbarism. "German soldiers not only blew out the fronts of houses, but with picks and axes smashed mirrors and furniture and picture-frames." In the Grand Place, the Germans, on one building, left, as in the second illustration, a board with an inscription, apparently for our men: "Nicht ärgern, nur wundern!"—i.e., "Don't get angry, only wonder!"—[Official Photographs.]

france Avenges England on German Zeppelin Marauders.



THE KENT ZEPPELIN RAID: "L 39'S" FATE IN FRANCE: THE WRECKAGE; COOLING THE METAL.

According to the German official statement, published in Berlin on March 17, "L 39" was one of the airships which dropped bombs harmlessly in the fields in Kent on the night of March 16. The full enemy report, after making a fantastic claim to have "successfully dropped bombs on London and the South-Eastern Counties," goes on to say this in a postscript: "According to French reports,

'L 39' was brought down by French anti-aircraft guns near Compiègne, to the north-east of Paris, at an altitude of 3500 metres. (Signed) Chief of the Naval Staff." A French War Office communiqué of March 18 confirms the German account in detail, adding that Zeppelin "L 39" had been hit by anti-aircraft guns.—[French Official Photographs.]

france Avenges



THE KENT ZEPPELIN

"The Zeppelin," says a "Times" at six in the morning, pursued for the slow rate at which it was wind, it was practically motionless thing had gone wrong with its quickly got to work, and, after ten

Marauders.



COOLING THE METAL.

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by anti-aircraft guns.—[French

France Avenges England on German Zeppelin Marauders.



THE KENT ZEPPELIN RAID: "L 39'S" FATE: GENERAL FAYOLLE'S INSPECTION; A PROPELLER.

"The Zeppelin," says a "Times" correspondent, "was first seen at six in the morning, pursued by a French aeroplane. Except for the slow rate at which it was carried along by the light west wind, it was practically motionless, and it was obvious that something had gone wrong with its engines. Anti-aircraft batteries quickly got to work, and, after ten minutes' firing, one of the guns

hit the Zeppelin aft with an incendiary shell. There was an instant outburst of flame, which extended rapidly the whole length of the envelope. The whole structure buckled and collapsed, and fell to the ground in a blazing mass. Three of the crew threw themselves overboard. The rest fell with the machine, and lie under the framework."—[Photos. by Topical and French Official.]



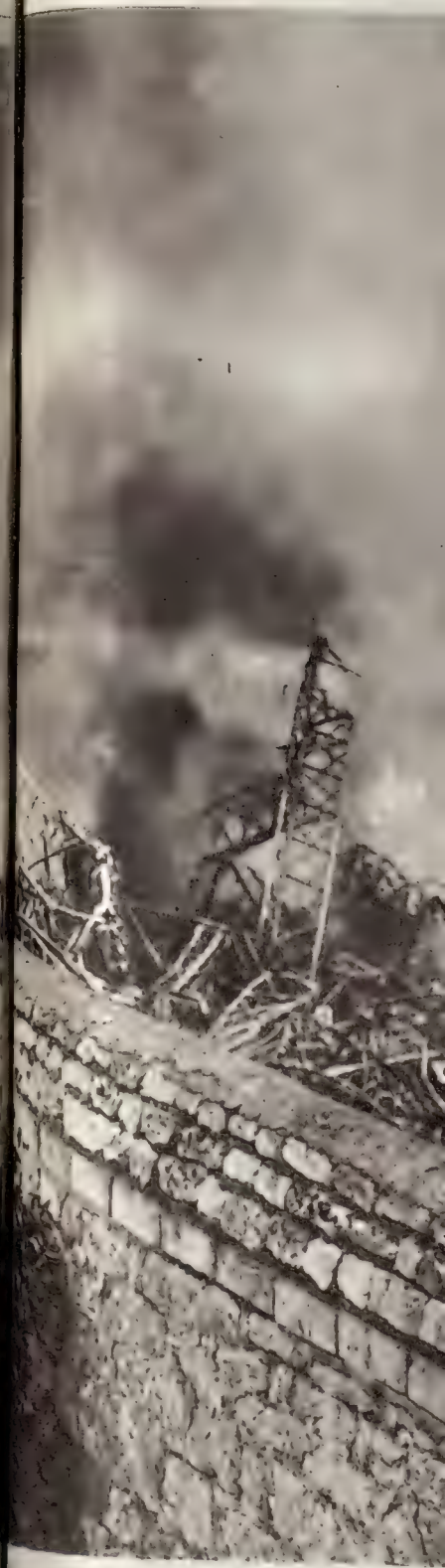
The Kent Zeppelin Raid and its



IMMEDIATELY AFTER "L 39" FELL BLAZING TO THE GROUND AT

Continuing the account of the fate of Zeppelin "L 39," as given by the "Times" correspondent: "Its remains lie in a great pile on, and on each side of, a high wall dividing two pieces of waste ground. The ruined framework went on burning till ten o'clock. Otherwise there was no trace of the crew except the remains of one man, a skull. Of the machinery, the

Sequel for the En



COMPIEGNE: THE ENVELOPE AND GON

broken and blackened propellers and three parts to be uncovered." As speedily as possible the wreckage was carried on. Later

Sequel for the Enemy in France.



COMPIÈGNE: THE ENVELOPE AND GONDOLA WOODWORK STILL ON FIRE.

broken and blackened propellers and three or four dented receptacles made of aluminium—probably oil-tanks—were the first parts to be uncovered." As speedily as possible a detachment of French troops formed a cordon of sentries while the work of lifting the wreckage was carried on. Later, General Fayolle and other officers viewed the wreckage.—[Photo. by Topical.]

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MAZING TO THE GROUND AT
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WOMEN AND THE WAR.

IT is curious that, after nearly three years of war, there are still people who express gratified surprise at the part that women have played in helping towards winning the war. The speakers at the Great Woman's Rally held at the Albert Hall on March 17 punctuated their speeches with quite a lot of nice compliments about women and the helpful things they had done during the last thirty months, but did not throw any very clear and definite light on what women will be expected to do in the future. It was not, however, as some people expected, a meeting called for the purpose of declaring a general mobilisation of women.

"This is not," said one of the speakers, "a general mobilisation of the women of this country, but only an attempt to put before them the fact that their services are gradually being required more and more, and will be required more and more as long as the war lasts."

One result of the enemy's submarine activities has been to throw open a brand-new field of labour to the woman war-worker.

The sinking of our ships has caused a shortage of timber. But timber is badly wanted to help to carry on the war—for pit-props, for railway sleepers, for huts, and for many other things.

As a result, Great Britain is finding that she must rely on herself for a very large percentage of timber formerly brought from abroad,

and the Women's Department of National Service asks women to volunteer for the work of timber felling—that is to say, for the lighter classes of work in connection with the cutting-down of trees.

Few women, I fancy, have ever indulged in the pursuit for pleasure, but there may be some of our overseas sisters in the country at the moment who would come forward and lend an experienced hand. For pay, prospects, and conditions of labour, the reader is referred to the authorities at St. Ermin's: they were some of the things on which no light was thrown.

The collection of waste woollen material, or material in the commercial collection of waste wool is used, hardly suggests itself as an occupation calculated to help on the war. But these are abnormal days, demanding unusual methods, and by volunteering to act as wool-collectors, women can, it seems, be of real use to the country. Briefly, we are short of wool, and our Allies are short of wool too, and it needs only a very little imagination to help everyone of us to realise what a shortage of wool means to the Army in the Field, and the Navy afloat, to say nothing of the needs of the civilian population. Voluntary workers are therefore wanted for

a house-to-house canvas in order that everyone may become acquainted with the necessity for saving scraps of wool, blanket, cloth, and

(Continued overleaf.)



LEIGH'S LITTLE LABOURERS: CLEARING STONES FROM A PLOT BEFORE PLANTING.

Boy Scouts and Girl Guides alike are being found of real service at Leigh, digging and preparing waste land for planting with potatoes. The girls work with a will even in the rougher kinds of labour.—[Photograph by Topical.]

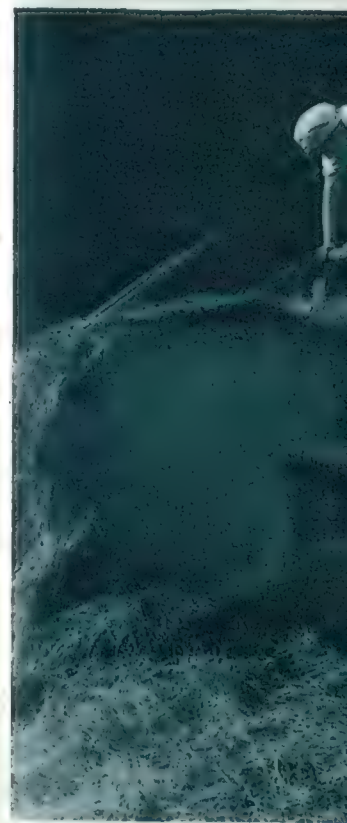


COLOURS FOR GIRL GUIDES: A PRESENTATION AT LEIGH.

Like all women-workers, the Girl Guides are proving of real value in these days of labour shortage, and colours have been presented and dedicated to the Leigh Troop by the Vicar. These Guides are doing excellent work, and sixty-two efficiency badges have been presented to the members.—[Photograph by Topical.]



Cornish



HARD AT IT NEAR TRURO

Among the countless theories of the reversed than that of the division of labour we see women helping in farm-work in and others, again, busily at work upon undertake also, with success, the task of

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Cornish Women Undertake Men's Work.



HARD AT IT NEAR TRURO: WOMEN STUDENTS SAWING LOGS; AND AT WORK ON A HAY-STACK.

Among the countless theories of the relations of the sexes and their natural spheres of work, not one has been more radically reversed than that of the division of labour. Here, for instance, we see women helping in farm-work in Cornwall by sawing logs, and others, again, busily at work upon a stack of hay. They undertake also, with success, the task of feeding pigs, or of follow-

ing the plough with a harrow, as effectively as though they were to the manner born. Such an industrial revolution serves to refute the fallacy that women lack strength to wield any weapon more formidable than a needle! This phase of war, the innovations in work deemed suitable for women, calls for a new Laureate to chant its praises.—[Photos. by Topical.]

other material which will be collected by and transferred to the factories there to be transformed into useful articles once more.

Other and equally prosaic but essential duties, demanding attention at home, include infant-welfare work. So much has been said and written about the importance of the baby that there seems very little excuse for the matter not having received the attention it deserves, but those societies who concern themselves with such matters are mourning that their own needs have been overlooked, and that the glamour of more exciting war-work has drawn off those who might otherwise have lent a hand looking after the nations. I can't give any particulars, but if you apply to St. Ermin's, you will hear all about it. Yet another need is for workers in girls' clubs; V.A.D.'s are required; and in connection with work for the Flying Corps some 6000 women are wanted. Again I refer the enthusiast to St. Ermin's. There is just a chance that the prospect of working in France may blind the would-be worker to the necessary character of the work to be done at home in England. Lord Derby, however, in his speech at Kensington, not only said that applications received for work in France had been far in excess of the demand, but added that the authorities have no intention of

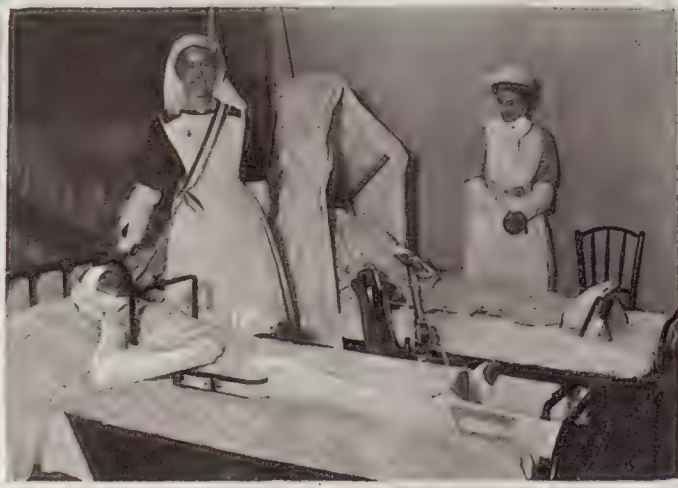
country who will have the first chance of going to France.

A definite call is, however, made for women on the land. The submarine menace has, to quote Mr. Prothero at the Albert Hall the other day, made the cultivation of the soil "an urgent



WOMEN ON AVIATION WORK IN FRANCE: WASHING AND CLEANING UP A MACHINE.

The machine shown in our picture has come down on muddy ground at a French Aviation Camp, and women, who there attend to the proper upkeep of the aircraft, are seen cleaning up the machine ready for fresh service.—[French Official Photograph.]



"DUMMY" WOUNDED, AND APPLIANCES BY PIONEER WOMEN WAR-WORKERS: A WARD IN THE FIRST DÉPÔT OF ITS KIND.

An exhibition of work done by the Wimbledon Women War-Workers' Dépôt was opened recently by Lady Hill, wife of Sir Maurice Hill. Their Dépôt was the first of its kind, and the War Office has accepted many of its splints, bed-tables, etc., as models, and circulated them to other dépôts. Our photograph shows "dummy" wounded in beds fitted with nets and other appliances, some of which were invented by this Dépôt.

Photograph by Alfieri.

overlooking the claims of those who have been working at home for service abroad, and it is only those who have "pegged away" in this

necessity, a vital need," and one that makes an imperative demand upon our energies to-day. But the Army needs men, and must have them; and those women who volunteer to fill the place of men at the plough and in the byre are in real truth undertaking work that is of vital importance. It is not attractive: hard, fatiguing, and very often dirty, it is poorly paid, and those who undertake it have often to submit to some amount of physical discomfort. To quote again the President of the Board of Agriculture, "It is not a case of lilac sunbonnets or romance, but of useful work which does not appeal to the imagination, and offers no scope for great achievement." The work, however, is only intended for those in "dead earnest." Those who agree to undertake it engage to remain at their jobs "for the duration of the war or for such shorter period as shall be required of me by the Board of Agriculture." Maintenance will be given during instruction; wages will be paid at the rate of 18s. a week at least, or the wage of the district, whichever happens to be the higher; and a free outfit of boots, breeches, two overalls, and a hat will be provided.

Finally, forms for offers of services may be had at post offices, National Service offices, and Employment Exchanges. CLAUDINE CLEVE.

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RUSSIA'S UNCHAN

THE main European Retreat, though along been much gunnery and successful attacks which renewal of activity. I obscured by the larger which has every indica



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THE GREAT WAR.

By W. DOUGLAS NEWTON.

RUSSIA'S UNCHANGED FRONT—MACEDONIAN FIGHTING—A TRAP AT BAGHDAD.

THE main European fronts have remained fairly quiet during the period of the Great Retreat, though along the Italian line there has been much gunnery and a few conspicuously unsuccessful attacks which may point to a coming renewal of activity. Russian war news is still obscured by the larger news of the Revolution, which has every indication of completeness and

Allied defeats—the Bulgars are great optimists. From unofficial sources something nearer the truth is sent to us. The activity shown in Macedonia is apparently to the credit of the French, British, and Italians, particularly the French. The latter have driven the enemy off a very useful position, Hill 1248, and have made a useful bag of prisoners. In Mesopotamia Sir Stanley Maude has not been



WITH THE AUSTRALIANS ON THE SOMME: ARTILLERY BEING RUSHED UP.

Australian Official Photograph.

success, though perhaps all internal disturbances are not yet finished with. However, the Army and Navy, and the leaders of these arms, as well as the political great ones, have responded in magnificent manner, and the front to the common enemy is preserved imperturbably. In Roumania the frost still fights trench-warfare. In Macedonia there has been, on the other hand, some brisk fighting. The official news comes mainly from Bulgaria, and it is full of Allied checks, not to say

idle, though, on the whole, he has been a little anonymous. He has settled any thoughts the Turks may have had of standing above Baghdad by scattering them with his usual drastic method at Mushaidie. They are again off at a straggly run—emphatically a straggle, for the rout covered twenty miles of country from a point forty miles North of Baghdad, according to the last report. Together with this defeat, the British are preparing a very unpleasant shock for the enemy along the

(Continued on page 40.)

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CLAUDINE CLEVE.



Péronne—the Best Quarter of the Town—as the Retreating



WRECKED OUT OF SAVAGE MALIGNITY: GUTTED HOUSES IN THE MAIN STREET WHERE THE ENEMY HAD HAD

The central portion of Péronne, along the main streets, suffered worst of all from the Germans during the last days of their occupation of the town. Owing to the enemy's hastened evacuation they had no time for destroying the whole place, as was undoubtedly intended, to judge by what has happened elsewhere. All the best houses, however, were sacked and

mercilessly gutted, and then wrecked by deliberate vandalism could have been more flagrant than in which they had been well billeted, smashed

of the Town—as the Retreating Germans Left It.



GUTTED HOUSES IN THE MAIN

STREET WHERE THE ENEMY HAD HAD BILLETS DURING THEIR OCCUPATION.

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mercilessly gutted, and then wrecked by deliberately caused explosions within, or else set fire to. As correspondents describe, no
vandalism could have been more flagrant than the wantonly malignant way in which the Germans, before leaving the houses
in which they had been well billeted, smashed and defaced everything of the property of the owners.—[Official Photograph.]

Teheran road. By pushing out and capturing Bakuba and Bahriz, towns towards the Persian border, our men have gone part of the way to

arisen in the Aden area, and the Turks are quite in the dark as to the safety (or non-safety) of their garrisons here, for the people who may know something about them—that is, ourselves—refuse to talk.

The Naval news is confined to a bombardment of Kent, in which some small material damage was done to houses that had no military meaning. While this "victory" was in progress, German units attacked a British destroyer elsewhere, and torpedoed it, with loss of life to officers and men. Another destroyer, coming to take off the crew, was also torpedoed, but the damage was not of great consequence. Somemine-

sweepers were also sunk later in the week. The French battleship "Danton" is also reported to have been torpedoed.

LONDON: MARCH 24, 1917.



THE ADVANCE ON THE SOMME: A GERMAN SHELL BURSTING.
Australian Official Photograph.

meet the Turks who are coming back as fast as they can through Khanikin before the Russians. The road they follow, and which is barred—one end by the Russians, and the other by ourselves—is the only amenable track for wheeled traffic.

The retreating Turks, who cannot be altogether ignorant of what has happened, are faced by a most unattractive puzzle. They might break north-west through the mountains for Mosul or Samarra, but what are they going to do with their guns and wagon-trains? There must be a most unhappy feeling of "Sedan" in the air.

To add to this predicament of Empire, the Turks have another Arab chieftain in arms against them. The new enemy has



SHOWING THE STATE OF THE GROUND OVER WHICH THE ADVANCE WAS MADE:
A "ROAD" FORMERLY HELD BY THE GERMANS.

Australian Official Photograph.

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TOMMY'S WAY